

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

C B O T E

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF FOREST PARK CODE# 061-27706

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 15 / 00

CONTACT: JOHN L. EISENMANN, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL jeisenmann@cads-assoc.com

PROJECT NAME: MILL ROAD REPAIR AND IMPROVEMENTS, PHASE 1, SOUTH CORPORATION LINE TO WAYCROSS ROAD

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$170,500.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 426,250.00 FUNDING REQUESTED: \$ 170,500.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 170,500.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

20 SEP 22 AM 10:21

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:	\$ _____	_____
Preliminary Design	\$ _____	. 00
Final Design	\$ _____	. 00
Bidding	\$ _____	. 00
Construction Phase	\$ _____	. 00
Additional Engineering Services *Identify services and costs below.	\$ _____	.00 _____
b.) Acquisition Expenses: Land and/or Right-of-Way	\$ _____	.00 _____
c.) Construction Costs:	\$ _____	387,500.00 _____
d.) Equipment Purchased Directly:	\$ _____	.00 _____
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ _____	.00 _____
f.) Construction Contingencies:	\$ _____	38,750.00 _____
g.) TOTAL ESTIMATED COSTS:	\$ _____	426,250.00 _____

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>.00</u>	<u> </u>
b.) Local Revenues	\$ <u>213,125.00</u>	<u>50%</u>
c.) Other Public Revenues	\$ <u>.00</u>	<u> </u>
ODOT	\$ <u>.00</u>	<u> </u>
Rural Development	\$ <u>.00</u>	<u> </u>
OEPA	\$ <u>.00</u>	<u> </u>
OWDA	\$ <u>.00</u>	<u> </u>
CDBG	\$ <u>.00</u>	<u> </u>
OTHER <u>MRF (2001)</u>	\$ <u>42,625.00</u>	<u>10%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>255,750.00</u>	<u>60%</u>
d.) OPWC Funds		
1. Grant	\$ <u>170,500.00</u>	<u>40%</u>
2. Loan	\$ <u>.00</u>	<u> </u>
3. Loan Assistance	\$ <u>.00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>170,500.00</u>	<u>40%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>426,250.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____
 Local Planning Agency (LPA) _____
 State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: MILL ROAD REPAIR AND IMPROVEMENTS, PHASE 1, SOUTH CORPORATION LINE TO WAYCROSS ROAD

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

South Corporation Line to Waycross Road, City of Forest Park, Hamilton County, Ohio.

PROJECT ZIP CODE: 45240

B: PROJECT COMPONENTS:

Repair failed base areas, reestablish the crown. Widen the road to provide two 11' lanes and a 4' paved shoulder / bike lane on each side. Bring guardrail up to safety standards and resurface with 3" of 403 / 404. Install raised pavement markers and pavement marking. Replace all damaged culverts and repair storm sewer and curbs at intersections. Provide handicap ramps as required. Install 200' of 11' left turn lanes with tapers and a traffic signal at the Sharon Road intersection. (See attached typical sections).

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing asphalt roadway is two lanes, 22' to 24' wide, with grass shoulders. The length is 4,200 LF (0.80 miles).

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Guardrail needs to be improved to meet safety standards. The four-way stop at Sharon Road warrants left turn lanes and a traffic signal.

Road or Bridge: Current ADT 9,591 Year: 2000 Projected ADT: 10,070 Year: 2001

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years - Roadway 50 Years - Storm Sewer

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 426,250.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 01 / 01</u>	<u>03 / 30 / 01</u>
4.2 Bid Advertisement and Award:	<u>05 / 25 / 01</u>	<u>07 / 09 / 01</u>
4.3 Construction:	<u>08 / 06 / 01</u>	<u>11 / 30 / 01</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Mr. Ray Hodges
TITLE City Manager
STREET City of Forest Park
1201 West Kemper Road
CITY/ZIP City of Forest Park, Ohio 45240
PHONE (513) 595-5200
FAX (513) 595-5285
E-MAIL _____

5.2 CHIEF FINANCIAL

OFFICER Ms. Elaine A. Stookey
TITLE Director of Finance
STREET City of Forest Park
1201 West Kemper Road
CITY/ZIP City of Forest Park, Ohio 45240
PHONE (513) 595-5200
FAX (513) 595-5285
E-MAIL _____

5.3 PROJECT MANAGER

TITLE Mr. John L. Eisenmann, P.E., P.S.
STREET City Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL Jeisenmann@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

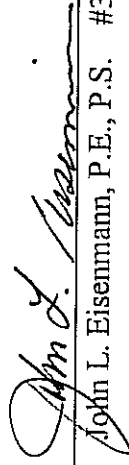
Ray Hodges, City Manager

Certifying Representative (Type or Print Name and Title)

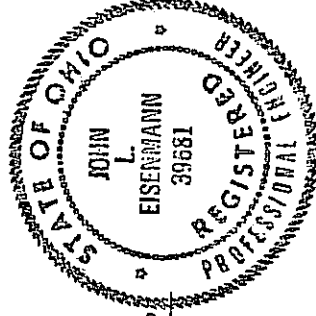
Ray V. Hodges 9/19/10
Signature/Date Signed

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MILL ROAD IMPROVEMENTS WILL BE 20 YEARS FOR THE ROADWAY AND 50 YEARS FOR THE STORM SEWERS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.



John L. Eisenmann, P.E., P.S. #39681 Date 9/16/00



CDS Associates, Inc.

MILL ROAD IMPROVEMENTS

Project: SOUTH CORPORATION LINE TO SOUTH OF WAYCROSS DATE: 7/18/00
CITY OF FOREST PARK PROJECT: 2000006-19 MRF / SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	201	CLEARING & GRUBBING	1	LS	\$5,000.00	\$5,000.00
2	253	ASPHALT BASE REPAIR	700	SY	\$35.00	\$24,500.00
3	301	BASE WIDENING	550	CY	\$70.00	\$38,500.00
4	301-M	ASPHALT CONCRETE LEVELING COURSE - (1-1/2")	600	CY	\$78.00	\$46,800.00
5	404	ASPHALT CONCRETE SURFACE COURSE - (1-1/2")	600	CY	\$78.00	\$46,800.00
6	404	SPECIAL-ASPHALT REJUVENATING AGENT	14,000	SY	\$0.50	\$7,000.00
7	407	TACK COAT	1,400	GAL	\$1.00	\$1,400.00
8	601	CHANNEL PROTECTION	25	CY	\$50.00	\$1,250.00
9	602	HEADWALL	4	EA	\$1,500.00	\$6,000.00
10	603	12" CONDUIT	100	LF	\$40.00	\$4,000.00
11	603	24" CONDUIT	130	LF	\$60.00	\$7,800.00
12	604	MANHOLE ADJUSTED TO GRADE	4	EA	\$250.00	\$1,000.00
13	606	GUARDRAIL	200	LF	\$15.00	\$3,000.00
14	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00
15	632/633	TRAFFIC SIGNAL	1	LS	\$60,000.00	\$60,000.00
16	642	PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00

CDS Associates, Inc.

MILL ROAD IMPROVEMENTS

Project:

SOUTH CORPORATION LINE TO SOUTH OF WAYCROSS

DATE: 7/18/00

CITY OF FOREST PARK

PROJECT: 2000006-19

MRF / SCIP

[illegible]



City of Forest Park

September 14, 2000

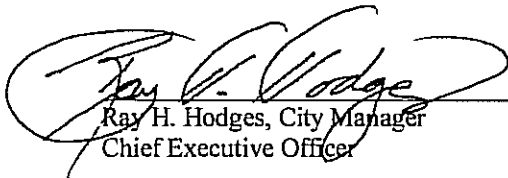
TO: THE REVIEW COMMITTEE FOR CAPITAL IMPROVEMENT PROGRAM FUNDING

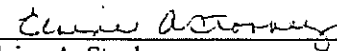
RE: Statement of Status of Funds to Support Local Share of State Capital Improvement Program Projects

As part of our application process and on behalf of the City of Forest Park, we hereby submit to you our statement of status of funds. We are utilizing a combination of debt financing, permissive license fees, and general operating funds derived from various sources. Specifically, we certify the availability of:

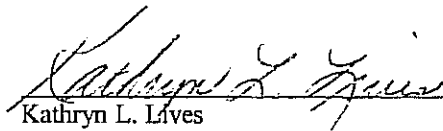
<u>PROJECT</u>	<u>AMOUNT</u>	<u>SOURCE</u>
Mill Road, South Corp Line to South of Waycross Road	\$213,125 42,625	Local Operating Funds MRF
Mill Road, South of Waycross Road to I-275	145,500 110,250 75,000	Local Operating Funds MRF Developer Contribution
Sharon Road/Junefield Road Intersection	10,000 34,480 10,000	Local Operating Funds MRF Village of Greenhills

As indicated above, we certify that we have funds available to cover the cost of our local share of the project.


Ray H. Hodges, City Manager
Chief Executive Officer


Elaine A. Stookey
Director of Finance

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, this 15th day of September, 2000.


Kathryn L. Lives
Clerk, City of Forest Park, Ohio

RESOLUTION NO. 40-2000

**A RESOLUTION AUTHORIZING THE CITY MANAGER
TO FILE AN APPLICATION WITH THE
OHIO PUBLIC WORKS COMMISSION FOR
STATE CAPITAL IMPROVEMENT FUNDS**

- WHEREAS,** street/road repairs and stormwater improvements are a priority of the City of Forest Park, and
- WHEREAS,** the Ohio Revised Code has allowed for the issuance of State Capital Improvement funds for 2001, and
- WHEREAS,** the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Capital Improvement funds and LTIP funds from the Ohio Public Works Commission (OPWC), and
- WHEREAS,** the City of Forest Park will apply for funding under the State Capital Improvement as part of District #2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, Be It Resolved by the Council of the City of Forest Park, Ohio.

SECTION 1.

That the Council of the City of Forest Park does hereby endorse and support the application for State Capital Improvement funds for infrastructure repairs and improvements as follows:

1. Mill Road, Phase 1 – South Corporation Line to Waycross Road
2. Mill Road, Phase 2 – Waycross Road to I-275
3. Sharon Road at Junefield Road (joint project with Village of Greenhills)

SECTION 2.

That the City Manager is hereby authorized and directed to file an application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works Commission funding under State Capital Improvement for 2001, and if awarded to implement said program.

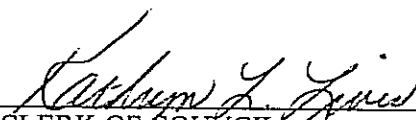
SECTION 3.

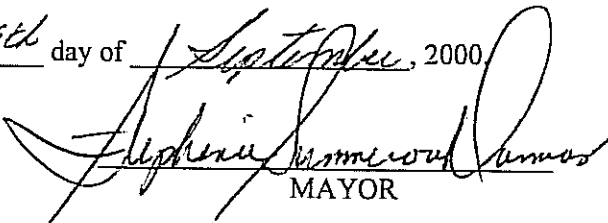
That the City of Forest Park hereby requests the District Public Works Integrating Committee (DPWIC) and the Ohio Public Works Commission (OPWC) to consider and fund this application.

SECTION 4.

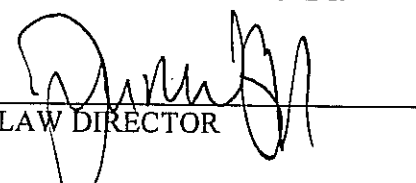
This resolution shall be in full force and take effect upon its passage.

Passed this 18th day of September, 2000.


CLERK OF COUNCIL


MAYOR

APPROVED AS TO FORM:


LAW DIRECTOR

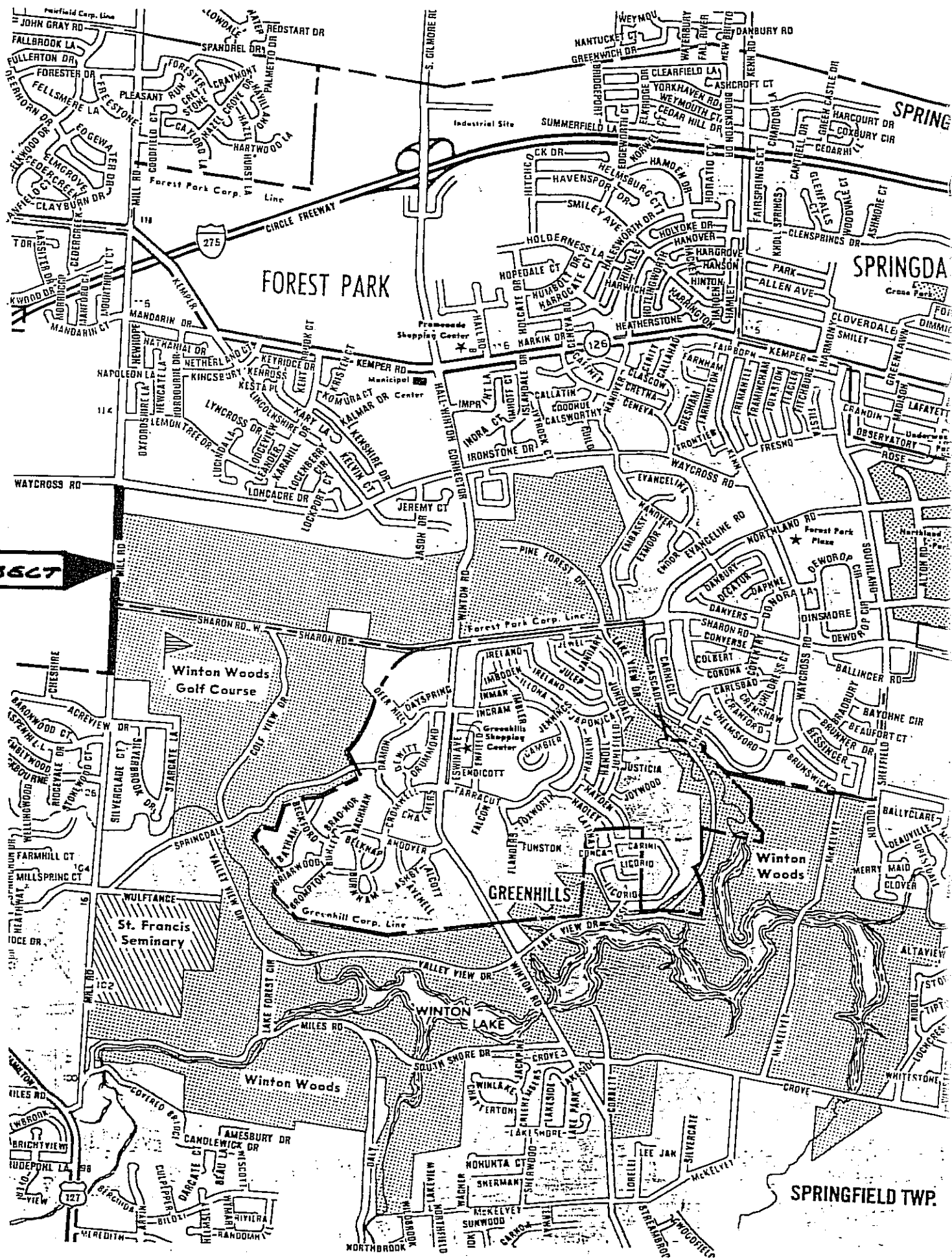
PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 4.

- (1) Municipality City of Forest Park
- (2) Road Name Mill Road, Phase I
- (3) Project Limits South corporation line to south of Waycross Road
- (4) Project Priority (1) 2001
- (5) Present Roadway Data:
- | | | |
|---------------------------------|--|------------------------------|
| (a) Pav't. Width <u>22'</u> | (b) RW Width <u>60'</u> | (c) Curb Type <u>N/A</u> |
| (d) Type Surface <u>Asphalt</u> | (e) Type Base <u>Gravel</u> | (f) Shldr. Type <u>Grass</u> |
| (g) Shldr. Width <u>2±</u> | (h) Year Last Resurfaced <u>1990 (Micropave)</u> | |
- (6) **Present condition of project area:** List deficiencies and reasons for improvement.
The base has deteriorated in various areas and there is no defined crown or shoulders. Wheel rutting is evident at intersections. The ditches need to be reestablished. Guardrail needs to be improved to meet safety standards. The four-way stop at Sharon Road warrants left turn lanes and a traffic signal.
- (7) **Project description or statement of work to be done:** Include width and type of new pavement and other project particulars.
Repair failed base areas, reestablish the crown. Widen the road to provide two 11' lanes and a 4' paved shoulder/bike lane on each side. Bring guardrail up to safety standards and resurface with 3" of 301M/404. Install raised pavement markers and pavement marking. Replace all damaged culverts and repair storm sewer. Install 200' of 11' left-turn lanes with tapers and a traffic signal at the Sharon Road intersection. (See attached typical section.)
- (8) **Traffic Data:** (a) Present Volume 10,175 VPD (b) Date of Count 1999
- (9) **Cost Estimate:**
When engineering plans are necessary, list the following costs:
- | | |
|--|----------------------|
| (a) Preparation of preliminary plans & estimates, etc. | \$ <u>Completed</u> |
| (b) Preparation of final plans & estimates, etc. | \$ <u>Local</u> |
| Construction Cost Estimate | \$ <u>426,250.00</u> |
| Other Costs (specify) | \$ <u>None</u> |
| Total Project Cost for which application to MRF is made* | \$ <u>42,625.00</u> |
- (10) Estimated date construction can be started after approval six (6) months
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund
Undecided
- (12) Cost Estimate Prepared By: CDS Associates, Inc. Date: 7/31/00
- (13) Application Prepared By: CDS Associates, Inc. Date: 8/01/00

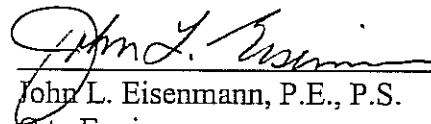
* This MRF application is for a 10% construction match for a program year 2001 SCIP Application.

PROJECT



TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

 9/19/00
John L. Eisenmann, P.E., P.S. Date
City Engineer

Weather :
 Counted by:TWIL
 Board # :01506
 Other :

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 200000601900
 Start Date: 08/09/2000
 File I.D. : MILL_RD_SOUTH
 Page : 1

Street name :MILL RD. Cross street:South of Sharon									
Begin Time	08/09 SB	Wed.	A.M. NB	Combine Total	08/09 SB	Wed.	P.M. NB	Combine Total	
12:00	13		10	23	47		57	104	
12:15	12		9	21	67		56	123	
12:30	14		8	22	68		51	119	
12:45	10	49	4	31	62	244	65	229	473
01:00	5		6	11	58		60	118	
01:15	12		4	16	66		57	123	
01:30	6		6	12	63		49	112	
01:45	6	29	7	23	65	252	66	232	484
02:00	10		3	13	76		51	127	
02:15	1		4	5	63		64	127	
02:30	3		7	10	94		61	155	
02:45	3	17	1	15	98	331	63	239	570
03:00	2		3	5	91		57	148	
03:15	3		5	8	92		73	165	
03:30	4		2	6	114		71	185	
03:45	3	12	3	13	105	402	71	272	674
04:00	5		5	10	121		73	194	
04:15	4		6	10	127		83	210	
04:30	2		7	9	126		83	209	
04:45	4	15	8	26	150	524	105	344	868
05:00	3		9	12	166		102	268	
05:15	7		13	20	177		105	282	
05:30	10		38	48	149		103	252	
05:45	13	33	23	83	155	647	94	404	1051
06:00	19		30	49	163		84	247	
06:15	16		54	70	112		56	168	
06:30	25		78	103	94		69	163	
06:45	51	111	90	252	92	461	52	261	722
07:00	54		106	160	71		45	116	
07:15	45		120	165	68		46	114	
07:30	61		173	234	54		42	96	
07:45	54	214	159	558	47	240	58	191	431
08:00	46		112	158	53		35	88	
08:15	52		94	146	54		32	86	
08:30	48		80	128	55		41	96	
08:45	29	175	76	362	52	214	35	143	357
09:00	46		56	102	65		48	113	
09:15	53		58	111	43		38	81	
09:30	52		59	111	41		31	72	
09:45	48	199	59	232	31	180	41	158	338
10:00	51		58	109	42		36	78	
10:15	57		47	104	29		26	55	
10:30	41		48	89	30		16	46	
10:45	50	199	54	207	25	126	17	95	221
11:00	57		45	102	18		11	29	
11:15	62		60	122	18		11	29	
11:30	60		50	110	14		11	25	
11:45	57	236	48	203	14	64	11	44	108
Totals	1289		2005	3294	3685		2612	6297	
Split %	39.1%		60.8%		58.5%		41.4%		
Peak Hour	11:00		07:15	07:00	05:00		04:45		
Volume	236		564	772	647		415	1057	
P.H.F.	.95		.81	.82	.91		.98	.93	

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The base has deteriorated and failed in a number of areas. Wheel rutting is evident at the intersections. There is no defined crown or shoulder. The ditches need to be re-established. Guardrail needs to be improved to meet safety standards. The four-way stop at Sharon Road warrants left turn lanes and a traffic signal.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project will provide for a warranted traffic signal and left turn lanes at Sharon Road. Guardrail will be improved to meet safety standards.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Mill Road Repair and Improvements, Phase 1, South Corporation Line to Waycross Road

Priority 2 Mill Road Repair and Improvements, Phase 2, Waycross Road to I-275

Priority 3 Sharon Road and Junefield Road Improvements

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

No change

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF funding - 10%
Local Funding - 50%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The flow of traffic at the intersection of Mill Road with Sharon Road will be improved with the construction of turn lanes and the installation of a traffic signal.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 1

- a.) Are preliminary plans or engineering completed? Yes _____ No x N/A _____
- b.) Are detailed construction plans completed? Yes _____ No x N/A _____
- c.) Are all utility coordination's completed? Yes _____ No x N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

Mill Road is a north-south arterial connecting Springfield Township, Forest Park, and Fairfield. It provides access to and from the Union Central Life Company and the JC Penney's Credit facility, which are respectively the number one and three largest employers in Forest Park. Mill Road will provide access to a 123-acre Business Park, which is under construction adjacent to Union Central Life.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 9,591 x 1.20 = 11,509 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Permissive Motor Vehicle License Fee</u>
Infrastructure Levy	_____	Specify type _____
Facility Users Fee	_____	Specify type _____
Dedicated Tax	<u>YES</u>	Specify type <u>Stormwater Utility</u>
Other Fee, Levy or Tax	_____	Specify type _____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS PROGRAM YEAR 2001 ROUND 15

Name of Jurisdiction: CITY OF FOREST PARK

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>MILL ROAD, PHASE 1, SOUTH CORPORATION LINE TO WAYCROSS ROAD</u>
2	<u>MILL ROAD, PHASE 2, WAYCROSS ROAD TO I-275</u>
3	<u>SHARON ROAD AND JUNEFIELD ROAD IMPROVEMENTS</u>
4	<u></u>
5	<u></u>

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: FOREST PARK

NAME OF PROJECT: MILL ROAD REPAIR - PHASE I

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- ☒ 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

REPAIR BASE
WIDEN TO 2 ~~11~~ 11' LANES
& 4' PAVED SHOULDER

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- 0 - No measurable impact

NO ALL
DOES

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No
- 0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

50%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

10% MRF

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

6 – Moderate impact

2 – Minimal or no impact

6

12) What is the overall economic health of the jurisdiction?

10 Points

☒ 8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

☒ 6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

11,509

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

☒ Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

\$5.00
STORMWATER
INFRASTRUCTURE TAX
N/A

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.